



PIANC Bulletin

Quarterly Newsletter of the International Navigation Association  U.S. Section
Permanent International Association of Navigation Congresses (PIANC)

Spring Issue

Second Quarter • 2004

President's Message *by Major General Carl A. Strock, President, U.S. Section, and Director of Civil Works, U.S. Army Corps of Engineers*

Dear Members,

Ever since the formation of the U.S. Section of PIANC more than 100 years ago, the organization has been a strong advocate for this Nation's ports and inland waterways. Waterborne commerce, it has consistently pointed out, is usually the most economical means of transportation for bulk cargoes. Our National navigation network is critical to domestic transportation, as well as our ability to trade with the world and to deploy military vessels.



Major General Carl A. Strock

This Nation's enemies are well aware of the vital role water transportation plays, not only in our economy, but in maintaining our national security. Navigation infrastructure security has emerged as a high priority for ports

facilities, and improved security at about half of these critical projects.

The Corps' navigation mission remains on point for the Nation, sustaining economic, environmental, and national security needs. We are strategically addressing these newly emerged security needs within a constrained Corps' national budget.

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and waterways. Showing a commitment to security, forty percent of the FY 2004 U.S. Army Corps of Engineers Civil Works budget supports the U.S. commercial navigation network. There have been over 300 security reviews and assessments of our locks, dams, hydropower projects, and other

To fund these emerging needs, Assistant Secretary of the Army John Paul Woodley, Jr., developed new program priorities to ensure we apply limited resources to best uses:

- Manage the Civil Works program based on objective performance measures;
- Improve analytical tools for planning & decision making; and
- Improve effectiveness of aquatic ecosystem protection & efficiency of the Regulatory Program.

But while terrorists pose a threat to our harbors and waterways, time poses an even greater threat. Our biggest challenge today is addressing a large and growing operations and maintenance (O&M) backlog while simultaneously addressing present O&M needs. Our Nation's navigation infrastructure is aging, and we are now addressing these O&M needs on a prioritized basis in a critical breakdown maintenance mode. Unplanned system breakdowns and closures draw resources from scheduled O&M activities, and the O&M backlog grows when planned work is not conducted as envisioned.

We identified an estimated \$1 billion in critical backlog maintenance items, which include studies, inspections and testing, as well as repair of structures – especially those threatened by impending loss of function. Our focus is now on addressing unfunded high priority maintenance backlog items, which we prioritize by consequence of failure if not funded. Next steps include offering OMB and Congress a reasonable, executable investment strategy for addressing the highest priorities of these maintenance needs (expect \$250-300 million).

The FY 2005 budget reflects our National commitment to prosecute the War on Terror. It supports work where returns will pay enormous dividends in the future. Next year's budget targets critical water resources infrastructure needs, assisting the President's Management Agenda. We will execute to the best of our abilities within the

means provided, focusing on contributing to national security, energizing the economy, and enhancing our environment.

Meanwhile, our “doing more with less” extends into the Corps of Engineers' organizational transformation, known as USACE 2012. Our Corps' staff explains USACE 2012, and what this means in the navigation arena, inside this issue, so please read on about this and other navigation news, and enjoy!

In spite of the resource challenges we face, I am delighted that PIANC continues to be an effective advocate for our Nation's navigation interests. I deeply appreciate your continued commitment.

Sincerely,

Major General Carl A. Strock
President, U.S. Section, and Director of Civil Works, U.S. Army Corps of Engineers

**Assistant Secretary Woodley
Keynote Speaker at AAPA 2004
Executive Management Conference
for Latin America and the
Caribbean** *by Ron Conner*



***Assistant Secretary Honorable
John Paul Woodley, Jr.***

The Assistant Secretary of the Army (Civil Works), the Honorable John Paul Woodley, Jr., provided the keynote address at the American Association of Port Authorities (AAPA) 2004 Executive Management

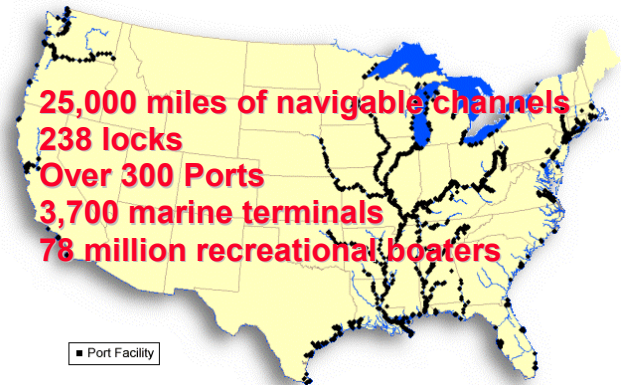
Conference for Latin America and the Caribbean in Miami. With the distinguished presence of the AAPA President of the Board of Directors, Mike Leone; the presidents of the AAPA Latin American and Caribbean delegations, Mauricio Suarez and Kurt Allahar; the Executive President of AAPA, Kurt Nagle, and delegates from many Caribbean, Central and South American nations, Assistant Secretary Woodley's address highlighted the challenges to navigation that affect all countries in the Americas.

Assistant Secretary Woodley, who also serves as Chairman of the U.S. Section PIANC, discussed the U.S. port system; the role navigation plays in the peace and prosperity of our Inter-American community, and highlighted the U.S. Section PIANC's Inter-American initiative, aimed at assisting Latin American countries in developing sustainable navigation. The Assistant Secretary closed by stressing the need for Inter-American countries to work together so we can ensure that our water transportation system continues to be our connection to each other and our trade window to the world.

The AAPA 2004 Executive Management Conference for Latin America and the Caribbean was part of a continuing AAPA initiative to enhance the relationship between AAPA and the ports of Latin America and the Caribbean. At the conference, a select group of speakers explored topics of great importance to Inter-American navigation, such as port privatization; types of management; market situation; logistics; security; quality; and cruise issues.

National Security of our Marine Transportation System *by Doris J. Bautch and Susan Clark*

The U.S. Marine Transportation System (MTS) connects ports nationwide with the world, supporting domestic and international trade. The MTS includes navigation structures, channels, and connecting waterside infrastructure.



U.S. Marine Transportation System

Our MTS faces a number of challenges. Among the most difficult is balancing our security needs with the free flow of commerce.

U.S. foreign trade and freight volumes at our ports are expected to double by the year 2020. Yet, America's port and intermodal facilities are already operating near capacity. These same ports also face new and important security requirements in light of the horrific terrorist attacks of September 11, 2001.

These security needs can, and must, be addressed in ways that enhance the efficiency and productivity of the maritime system. But we cannot allow them to divert funds away from investment in port infrastructure.

As if the volume and security challenges were not enough, 17 Federal agencies in six, separate cabinet-level departments participate in maritime decision-making. In the past, this has led to an inefficient patchwork of unconnected laws, policies, and programs.

For these reasons, Secretary of Transportation Norman Y. Mineta has called for a comprehensive Marine Transportation System/maritime industry initiative – a full-scale review of current policies with recommendations that will seek to increase the competitive standing of our domestic shipping industry.

The Bush Administration and Congress have already enacted a comprehensive aviation bill – Vision 100. And the Administration has proposed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, known as SAFETEA. This legislation will improve highway safety and infrastructure, public transportation systems, and the intercity passenger rail network.

The maritime initiative we envision, known as SEA-21, will complement these other transportation efforts. The SEA-21 initiative will emphasize leadership and coordination within the Department of Transportation, and across the Federal government. It will focus on leveraging funds from Federal, state, and local governments, as well as the private-sector, to address the capital needs of the Maritime Transportation System. Maritime transportation, every one of its components, is essential to the future of our economy.

We cannot have a first-rate economy if we have a second-rate transportation system. Watch for developments in SEA-21 in the upcoming months.



Susan Clark is Public Affairs Officer, MARAD Headquarters, and Doris J. Bautch is Director, Great Lakes Region. Ms. Bautch is also a Commissioner, U.S. Section, PIANC.

Inland Rivers Port Security Assessment

by Deirdre McGowan

Inland Rivers, Ports and Terminals, Inc. (IRPT), has recently completed threat assessments and employee education at 59 ports and terminals throughout the United States. All 59 handled cargoes of concern and were selected based on the recommendations of the Captains of the Ports. A grant to complete this work was awarded to IRPT by the Transportation Security Administration in conjunction with the Maritime Administration and the U.S. Coast Guard.

IRPT determined that the levels of vulnerability were high, with weaknesses identified in 4 areas: physical, personnel, process, and technology. Perhaps more importantly, it was determined that much of the level of high vulnerability correlated to a lack of security awareness and the fact that many facility directors had little concept of what makes a facility secure.

All of us recognize that in an ideal world, all of our transportation modes would be protected as appropriate by guards, fences, cameras, access control and immediate responder forces. But in the real world, we are forced to prioritize and ensure our own port security utilizing low-cost measures with high-value results. All of us recognize that our facilities cannot be protected against every contingency, so we must focus our limited resources on our greatest vulnerabilities.

But vulnerability is only part of the equation. Each port director needs to determine the actual threat, since each port is different and port operations must be evaluated from a consequences perspective. Port targets need to be identified in terms of the impact of an incident on life, transportation, property, economic activity, and symbolism.

A port-by-port, facility-by-facility report was submitted, with pictures, to TSA, USCG and MARAD. A final summary report was also submitted with the results of both management and employee surveys, as well as recommendations for the implementation of no- or low-cost security improvements.

Deirdre McGowan, Ph.D., is Executive Director for Inland Rivers, Ports and Terminals, Inc., and was responsible for developing and administering this proof-of-concept TSA grant. She also serves on the Western Rivers Area Marine Security Executive Committee (WRAMS) as Vice Chair and speaks frequently on port security issues. She can be reached at admin@irpt.net or 601-352-4778.

USACE 2012 and the Navigation

Business Line by Barry Holliday and
Edmond Russo

The Corps of Engineers has recently integrated their Headquarters and Division offices to better serve their customers. This reorganization is called USACE 2012.

Implementation of USACE 2012 will bring organizational and business process improvements to the Corps of Engineers. The goals for these changes are to work faster, better, and at a lower cost to the American taxpayer. Transformations are occurring right now. The changes you will see will lead to an even better U.S. Army Corps of Engineers.



The most prominent change is that the eight Divisions of the Corps will no longer be subordinate commands to our Headquarters, but rather, regional headquarters for their geographic areas of coverage. This was

done to add value and eliminate redundancies. Program oversight will occur at the Washington level, and program management will take place in the Division offices.

There are internal changes underway. The old structure of individual functional offices is disappearing. Division offices are each becoming a team of teams. They will leverage the best of our people, all of our strengths, and align the Corps for success in a changing environment. The Division organization will disappear and become a Regional Business Center (RBC), incorporated into Washington Headquarters. Districts will remain in their respective RBCs as currently structured, continuing to provide the best possible service to the American public.

Washington focus will be on national command and control, strategic learning, planning and direction. This office will work on building our national relationships, as well as those with committees in Congress that authorize and appropriate. Washington will also develop policy and compliance requirements, and set the conditions for success of the RBCs.

RBCs will be responsible for “command and control” within their geographical areas. They will perform operational planning and management. RBC offices will assure the regional interface, working with Congressional delegations, major partners and shareholders, and conduct regional program management and quality assurance for the work done through the RBCs.

Districts will provide command and control for their organizations. They will execute the assigned work and provide quality control. They will provide regional support as directed by the RBC and they will co-produce projects with partners, customers and other districts.

The regional concept is the centerpiece of USACE 2012. An enabler for USACE 2012 is the Community of Practice (COP) concept – people with expertise in functional areas, such as engineering, operations, and maintenance. Each COP will be headed by a senior civilian and that COP will be responsible for making sure that people within that community are professionally developed and are being utilized as effective members of cross-functional teams. In order to perform their jobs, they will be supported by staff from the national headquarters who have a responsibility for the success of the COP.

Regional Integration Teams (RITs) in Headquarters are being formed for each RBC. These teams are led by a HQUSACE SES member and have approximately 30 personnel from the Civil and Military Directorates, as well as from the administrative offices, such as Human Resources and Resource Management. Modeled after the

current, very productive Civil Works Division Support Teams, these eight RITs will be under the direction of either the Director of Military Programs or Director of Civil Works, depending on mission area. The RITs will provide the virtual link to the RBCs. Within each RBC, there will be a Directorate of Programs, responsible for the civil and military program execution within the region and coordination/integration of the technical support for these programs.

The Navigation Business Line is one of several Corps' mission areas created under USACE 2012. The formation of the Navigation Business Line recognizes that there is an on going cycle of needs in development and implementation of the Nation's navigation infrastructure as needs evolve and change to keep pace with international trade. Under the Navigation Business Line, planning, design, construction, operations, and maintenance will be addressed in a seamless continuum.

The Navigation Business Line will address the following issues cardinal to the future of our navigation infrastructure:

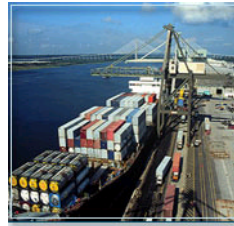
- Increasing shipment of goods in America, for domestic and foreign trade
- Cargo tonnages increasingly being borne by rail and roads
- Escalation in transshipment and use of inland and intracoastal waterways
- Emergence of container-on-barge operations
- Extended delay times for vessel lockages

The Navigation Business Line will also strive to meet the following challenges for existing and future projects:

- Treating dredged material as a resource and managing it for beneficial uses
- Focusing on regional and watershed management of sediments
- Integrating concepts of environmental sustainability in our planning, operations, and maintenance activities

- Deploying proactive management tools for strategic decision making, considering many competing needs and limited resources

Barry Holliday resides in the Washington D.C. area RBC, leading the Navigation Business Line, and Edmond Russo is an Operations Manager in New Orleans District.



For more on USACE 2012 and Corps' Business Lines, visit <http://www.hq.usace.army.mil/hqhome/>.

Becoming a Member of PIANC

by Robert Nichol

Membership is fundamental to sustaining the vital organization that is PIANC. It is always important to increase membership, and the upcoming PIANC / ASCE Ports 2004 conference scheduled in Houston, Texas this May, is the perfect catalyst for a membership drive.

Since 1976, the highly acclaimed Ports series conferences have been the venue where those of us in this industry keep current on its changes and corresponding opportunities, and where we have a chance to meet others and exchange ideas in this dynamic field. It is also a place to introduce new people to PIANC, and hopefully where younger members are encouraged to join.

With the ever-increasing challenges and corresponding changes occurring in our industry, PIANC membership is a valuable resource well worth member fees. Members receive the PIANC International Bulletin, published three times a year, with articles on various waterways problems and how they were resolved; a PIANC Membership Directory, comprising an international network of like-minded professionals; Technical Working Group Reports on pertinent navigation issues; and

the opportunities to participate in these international technical working groups.



Edmond Russo, Chairman of the US Section Publications Committee (far left), discusses the benefits of PIANC membership with careerists in the navigation field, Yojna Singh; Jeffrey Kiefer; Renee Scholl; and Albert Favalora (left to right)

PIANC membership is valuable and worthwhile. As a member you are encouraged to support our membership drive and invite other professionals to join and benefit from what our organization has to offer. We look forward to your attendance at the conference and please stop by the PIANC display and bring potential new members with you.

Information about PIANC can be found at the U.S. Section website:
<http://www.iwr.usace.army.mil/pianc>.

Robert Nichol is President of Moffatt and Nichol Engineers, Inc., and Membership Chairman, U.S. Section, PIANC.

Younger Member and Student Opportunities to Excel in PIANC

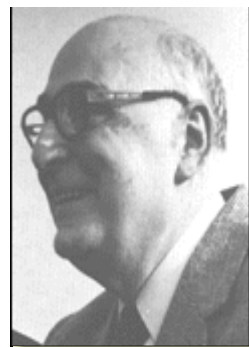
by Anne Sudar and Edmond Russo

U.S. Section Scholarship. A U.S. Section PIANC Scholarship is available to Texas A&M University students, and will soon also be available to other universities. The award is \$1500. At present, the scholarship is awarded by the Texas

A&M Scholarship Committee based on the following criteria:

- The applicant will provide a curriculum vitae or resume not to exceed one page
- The selected applicant will be a graduate student or undergraduate student of junior or senior standing with a grade point average of at least 3.0
- The selected applicant will be in a course of study in engineering, economic, or environmental disciplines related to planning, design, construction, operations and maintenance, and management of navigation infrastructure, coastal waterways, dredging, port and terminal facilities and water transportation planning
- The selected applicant will have demonstrated potential to make substantial contributions to a relevant field of engineering or associated discipline, and/or shows promise for further distinguished academic studies that are related to the mission of PIANC

2004 De Paepe-Willems Award Contest Results and Call for 2005 Papers. The De Paepe-Willems Award is given for the most outstanding technical paper prepared on an aspect of waterborne transport. Categories include policy, management, design, economics, integration with other transportation modes, technology, safety, public involvement, and the environment. The competition is open to anyone 35 years of age or under.



**Ir. Gustave Willems
1901 - 1982**



Ir. Robert De Paepe

The winner receives a \$1000 U.S. Savings Bond, an expense-paid trip to the U.S. Section Annual Meeting, and an individual membership in the U.S. Section PIANC for five years. The international winner receives a trip to the Annual General Assembly, which will be held in Japan this year and Charleston, South Carolina next year.

Paper abstracts for 2005 are due by June 1, 2004, with technical paper submittals in by September 30, 2004. For details contact Edmond Russo, Chairman, Publications Committee, edmond.j.russo@mvn02.usace.army.mil.

Young Professionals' Implementation Group (YPIG). The YPIG is an international group of younger members of PIANC, which are focusing on:

- Building E-communication in the navigation community
- Representation of Young Professionals in the organization
- Promotion of PIANC to navigation interests
- Knowledge transfer of navigation-based information and technologies

There is an opening to fill the YPIG U.S. Section representative position. If you are interested in taking up this position, please contact Ron Conner at ronald.r.conner@usace.army.mil.

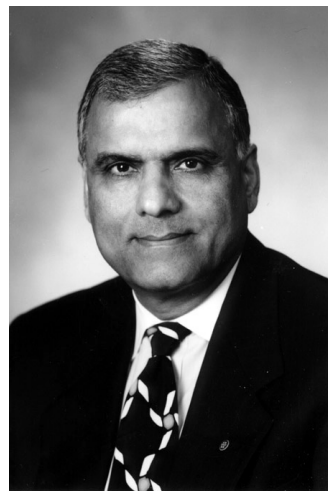
Meet the Commissioners *by Ron Conner*

Each newsletter, we will highlight one of our U.S. Section commissioners. This quarter, we are glad to introduce you to Shiv Batra, P.E.

As Co-Founder, CEO, and President, Shiv Batra has played a key role in establishing INCA Engineers' unparalleled reputation in the design of fixed and floating navigation structures. INCA is a U.S.-based consulting firm that provides civil, structural, hydraulic, mechanical, and electrical engineering and surveying services to public and private clients. Under Mr. Batra's leadership, INCA

has steadily increased in size over the last two decades, celebrating its 20th Anniversary in 2003.

In addition to his executive role at INCA, Mr. Batra applies his 34 years of engineering experience to value engineering and innovative design programs. Recently, this included leading a value engineering study for a new lock structure and guardwall at the Bonneville Navigation Locks in Oregon.



Mr. Shiv Batra

His personal commitment to these INCA projects has developed sound relationships within a vast network of navigation clients, including 18 Districts of the U.S. Army Corps of Engineers, the Hydraulic Design Center, the U.S. Army Engineer Research and Development Center, and the Panama

Canal Authority. Under his guidance, INCA has worked on 28 lock & dam and related projects on 9 major river systems and navigation canals.

Mr. Batra has been a prominent advocate and active member of the U.S. engineering community for more than two decades. He is currently a member of numerous professional organizations that serve the engineering and construction industries. He has also served terms as President, Special Consultant, Committee Chair, and Board Member for these organizations. In these roles, he has been successful in promoting membership, technology transfer, civic, and professional development activities at the local, regional, national, and international levels. Shiv Batra has been a U.S. Section PIANC Commissioner since 2002, and is currently the lead commissioner on the Inter-American Initiative.

See us at the U.S. Section web page:
<http://www.iwr.usace.army.mil/PIANC/>

Jack Nichol Award Winners

by Richard Dornhelm

The John M. 'Jack' Nichol Award was established in memory of the late Jack Nichol, honorary member of PIANC and well known marina designer. The Award consists of a bronze plaque suitable for display.

The purpose of the Award is to recognize excellence in the design of modern recreational boating facilities around the world. Marina owners and designers may submit an application to be considered for the Jack Nichol Award.

The Jack Nichol Award is made annually, provided a sufficient number of applications are received. The Recreational Navigation Commission (RecCom) judges the applications.

In 2003, the winner of the first Jack Nichol Award was the Cabrillo Marina in San Pedro, Los Angeles, California. The winner was announced at the 30th PIANC Congress in Sydney, Australia. On February 26, 2003 the plaque was presented to Nicholas Tonsich, President of the Los Angeles Board of Harbor Commissioners, by Brigadier General Larry Davis, first delegate of the USA Section of PIANC.

For the Jack Nichol Award 2004, the following applications were received:

- Puerto Calero, Lanzarote, one of the Canary Islands
- Marina Punta Gabianni, Italy, located in the Lagoon of Marano halfway between Venice and Trieste
- Hammond Marina, USA, ten miles from downtown Chicago on Lake Michigan
- Porto San Rocco, Muggia, Italy, south of Trieste
- The Water Club, South Africa, constructed in Granger Bay, just outside Cape Town

The applicants were all of a high character and broadly satisfied the award eligibility requirements. All of the marinas indicated strong evidence and



2003 Jack Nichol Award Celebrants (left to right): Nicholas Tonsich, President of Los Angeles Board of Harbor Commissioners; John Corrough, EADW; Vern Hall, Engineering Division, Port of Los Angeles; Brig General Robert (Larry) Davis, Division Engineer, U.S. Army Corps of Engineers, South Pacific Division; Sally Nichol, widow of Jack Nichol; Robert D. (Bob) Nichol, President of Moffatt and Nichol Engineers and Jack's brother; Peter Mandia, Project Manager for the Citizens Advisory Committee.

awareness of concern for the environment and indicated imaginative solutions of engineering problems. The South African application had especially interesting engineering features, such as a wave attenuator. Two applications, Hammond Marina and The Water Club, were good examples of redevelopment of abandoned industrial sites.

After due consideration by the adjudicates, the RecCom awarded the Jack Nichol Award 2004 to Marina Punta Gabbiani, Italy. The marina owners are Sergio & Roberto Da Re.

The facility was designed by Marcello Conti, with a capacity of 290 wet berths, and 280 dry berths. It is designed and operated with an environmental sustainability theme. The marina is

well laid out for family recreation, strategically integrating its shore side facilities into the region's natural wetlands setting.



Marina Punta Gabbiani, Italy

The marina has customary services, such as parking, toilet facilities, and shops. A feature unique to the area is the use of geothermal heat, which is used as the basis for all heating needs.

All berths, dry and afloat, are fully connected to essential utility services. Access to the lagoon is well sited and the whole area is tranquil and protected from coastal winds, which can be fierce at times coming from the Mediterranean Sea.

The dry handling of vessels is particularly well cared for with access from a deck level gantry for the stored boats, fitted with all services. The hoist and travelling gantries are particularly efficient.



Boat storage yard at Marina Punta Gabbiani

This year's winner will be announced at the Annual General Assembly of PIANC in May 2004 by the chairman of RecCom. The RecCom invites marina designers and owners to submit applications for the 2005 Jack Nichol Marina Design Award for outstanding marina design before December 31, 2004. The submittal requirements and award criteria are attached to this call for applications. Applications should be sent to:

Mr. J.U. Brolsma, Secretary of the Recreational Navigation Commission, P.O. Box 1031, 3000 BA Rotterdam. The Netherlands, Email: pianc@avv.rws.minvenw.nl

Richard Dornhelm is U.S. Co-Representative of RecCom with Jack Cox. Richard can be reached at: RDornhelm@moffattnichol.com, and Jack's email is jcox@fwenc.com.

EnviCom Working Groups on Sustainable Waterways

by Craig Fischenich

Working Group (WG) 6 Report Highlight: Guidelines for Sustainable Inland Waterways and Navigation. WG 6 of the Environmental Commission recently released their report, which includes a recommended procedure for both strategic and project planning based upon an assessment of the interactions among inland navigation, the ecosystems on which navigation is practiced, and the other potential uses of those systems. The procedure is based upon five primary "functions" that can be used to screen and assess the potential impacts from, and sustainability of, proposed navigation decisions.

Within the report, the specific requirements of navigation are outlined, and these are related to the primary functions of the ecosystem with guidance on how to meet the needs of navigation without compromising the maintenance of these functions. These functions are expanded into more detailed processes, the evaluation of which forms the basis for Environmental Impact Assessments. The



Wetland restoration site in New York Harbor

recommended procedure emphasizes environmentally sustainable management of inland navigation and navigation infrastructure in political decision-making. Several case studies are presented. The report is available on the PIANC website at <http://www.pianc-aipcn.org>.

Dr. Fisichenich is Chairman of WG 6, and is employed by the Environmental Laboratory of the U.S. Army Corps of Engineers' Engineer Research and Development Center (ERDC).

New WG to Address Sustainable Navigation and Flood Defense Development and Implementation. EnviCom has established a new WG to investigate sustainable waterway management with consideration for both navigation and flood defense. WG 12 conducted its first meeting at PIANC headquarters in Brussels in February, and is charged with developing guidelines for the concurrent development and implementation of flood management and navigation infrastructure and operations. In particular, the group will seek solutions to conflicts between flood management measures and the needs of navigation.

The U.S. Section is represented by Craig Fisichenich and John Clarkson, who serve as the Vice-Chairman and Secretary, respectively. Those interested in assisting the Working Group should contact Dr. Fisichenich at fischec@wes.army.mil or Mr. Clarkson at johnc@lrh.usace.army.mil.

Upcoming PIANC Events

by Edmond Russo

PORTS 2004. This is a joint event sponsored by PIANC and COPRI, which is being held in Houston, Texas in May 23 – 26, 2004. The Conference, "Port Development In The Changing World," will be the tenth in a series of international port and harbor development specialty conferences held on a tri-annual basis since 1977.

AGA 2004. Make your plans now to attend the May, 2004 PIANC Annual General Assembly (AGA) in Fukuoka, Japan. Details can be found at.

U.S. Section 2004 Annual Meeting. This event will be held in conjunction with the ASCE Annual Meeting, in Baltimore, Maryland October, 20, 2004. More details to come.

AGA 2005 in Charleston, South Carolina. The U. S. Section is hosting the 2005 Annual General Assembly of PIANC in Charleston, South Carolina. Plans are moving ahead for the event, which is scheduled for May 9-13, 2005. The meeting will be held at the Francis Marion Hotel. The South Carolina State Port Authority has agreed to sponsor the opening reception and provide commentary during the boat tour of the harbor.

One of the responsibilities of the U.S. Section in conjunction with event hosting is providing technical articles to be published in the second quarter 2005 issue of the international bulletin. The bulletin will be published in conjunction with the May meeting to highlight activities occurring in the U.S. Section. Articles are sought that describe activities in the marine navigation, inland navigation, recreation, environmental or international areas consistent with the PIANC Commissions. Also, an article on Charleston harbor, coastal and inland ports, and so forth, are welcomed.

The following are details for paper submittals:

- Subjects:.....U.S. Navigation
- Abstracts Due:.....June 15, 2004
- Authors Notified:.....July 15, 2004
- Paper to Editor:.....November 15, 2004
- Final Papers Due:.....January 15, 2005

Send abstracts to:

Edmond J. Russo, Jr., P.E.
Operations Manager, Operations Division
USACE, New Orleans District

Tel: 504-862-1496

Fax: 504-862-1902

Email: edmond.j.russo@mvn02.usace.army.mil

31st World Congress. The next International Congress will be held May 14-18, 2006 in the Portuguese resort city of Estoril.

Upcoming Related Conferences

2004

- **Offshore Technology Conference.** May 3- 6. Houston, TX.
- **Offshore Mechanical and Arctic Engineering Conference.** June 20-25. Vancouver, Canada.
- **Conference on Hydraulics in Water Engineering.** July 13-16. Queensland, Australia.
- **Technologies for Deep Water and Remote Offshore Developments.** August 23-25. Lisbon, Portugal.
- **Conference on Coastal and Estuarine Habitat Restoration.** September 12-15. Seattle, Washington.
- **ASBPA Fall Conference.** September 13-15. New Orleans, LA.
- **Challenger Conference for Marine Science.** September 13-17. Liverpool, UK.
- **29th International Conference on Coastal Engineering.** September 19-24. Lisbon, Portugal.

- **Littoral 2004: Delivering Sustainable Coasts: Connecting Science and Policy.** September 20-22. Aberdeen, Scotland
- **Panamerican Congress on Ocean and Coastal Engineering.** September 22-24. Mexico City, Mexico.
- **Civil Engineering in the Oceans VI.** October 20-23. Baltimore, MD.
- **7th MTS Research and Technology Coordination Conference.** November 16-18. Washington, D.C.
- **International Conference on Coastal Infrastructure Development.** November 22-24. Hong Kong.

2005

- **4th International Surfing Reef Symposium.** January 12-15. Manhattan Beach, CA.
- **5th International Conference on Coastal Dynamics.** April 11-15. Barcelona, Spain.
- **Conference on Coastal Conservation and Management.** April 17-20. Algarve, Portugal.
- **Coastlines, Structures and Breakwaters.** April 19-21. London, UK
- **Solutions to Coastal Disasters.** May 8-11. Charleston, SC
- **Offshore Technology Conference.** May 8-11. Houston, TX.
- **Second International Coastal Symposium in Iceland.** June 5-8. Hornafjordur, Iceland.
- **5th International Symposium on Ocean Wave Measurement and Analysis.** (Waves '05) July 3-7. Madrid, Spain.

2006

- **30th International Conference on Coastal Engineering.** September 3-8. San Diego, CA.

Visit the International Website:
<http://www.pianc-aipcn.org/>

About PIANC *by Anne Sudar*

What is PIANC? The International Navigation Association (PIANC) is a worldwide organization of individuals, corporations, and national governments. Founded in 1885 in Brussels, Belgium, it is concerned with maritime ports and inland waterways. The Association promotes contact and advances and disseminates information of a technical, economic, and environmental nature between people worldwide in order to efficiently manage, develop, sustain, and enhance inland, coastal and ocean waterways, ports and harbors, and their infrastructure, in a changing environment.

Where is PIANC? The international headquarters is located in Brussels, Belgium, at facilities provided by the Belgian Government. The headquarters of the United States Section is located in the Washington, D.C. area, within facilities provided by the U.S. Army Corps of Engineers.

International Interaction. The Annual General Assembly operates through a Council, which directs the working level permanent technical committees, international study commissions, and working groups.

Working Groups. Technical working groups are composed of participants from member countries who have interest in various subjects being studied. The groups gather, analyze, and consolidate state-of-the-art material from each country. The resulting reports are published and sent to each PIANC member. Working group reports and the International Bulletin are sent to each member from Brussels.

Every four years an International Congress, open to all members and other registrants, is held for the presentation and discussion of papers on subjects pertaining to waterways and maritime navigation.

PIANC also participates in technical activities with other organizations to study navigation

problems and joins with them to present symposia on related subjects.

In the USA. The United States became a member of PIANC by Act of Congress in 1902. The Chairman of the U.S. Section is the Assistant Secretary of the Army (Civil Works). The Director of Civil Works for the U.S. Army Corps of Engineers serves as President. The Section is managed by a National Commission of eleven individuals from both private industry and the Federal Government. The U.S. Section has two standing and four technical committees which promote the flow of information between members and facilitate cooperation with other national organizations. The committees are Membership, Publications, Environment, Inland Navigation, Maritime Navigation, and Ports and Recreation Navigation.

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U.S. Section, PIANC
7701 Telegraph Road
Alexandria, VA 2315-3868*

*Ronald R. Conner
Secretary
ronald.r.conner@usace.army.mil*

*Edmond J. Russo, Jr., P.E.
Chairman, Publications Committee, and
Editor, U.S. Section PIANC Bulletin
edmond.j.russo@mvn02.usace.army.mil*

